

EXISTING CONDITIONS DATA COLLECTION WORKSHOP

MAP GUIDE AND GLOSSARY

Community of Uptown
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MAP #1 LAND USE

This map shows existing land use based on the San Diego Association of Governments (SANDAG) database. An update is currently pending.

Single Family - single family detached housing units, on lots smaller than 1 acre.

Multi-Family - Attached housing units, two or more units per structure - includes duplexes, townhouses, condominiums apartments, and single room occupancy units (SRO) in Centre City.

Group Quarters – includes dormitories, convalescent or retirement homes not associated with or within a health care facility, rooming house, or half-way house.

Commercial – includes, community, neighborhood, and specialty shopping centers, office buildings, hotels, motels, auto dealerships, wholesale trade, and store front retail, which may include mixed-use (i.e. residential on top of commercial, or residential units adjacent to commercial establishments).

Industrial - heavy industry, light industry, which includes: industrial parks - office/industrial uses clustered into a center. Light industry-general - usually along major streets or clustered in certain areas, which includes manufacturing uses such as lumber, furniture, paper, rubber, stone, clay, and glass; as well as light industrial uses as auto repair services and recycling centers. Warehousing/public storage - usually large buildings located near freeways, industrial or strip commercial areas.

Communication and Utilities/Parking - TV and radio broadcasting stations, relay towers, electrical power generating plants, water and sewage treatment facilities and surface parking lots.

Institutional - hospitals, churches, libraries, post offices, police and fire stations, and other public services, such as cultural facilities, museums, art galleries, social service agencies, humane societies, and historic sites.

Schools - Includes public and private schools, colleges, and universities.

Park – Community parks with recreation areas and centers containing one or more of the following activities: tennis or basketball courts, baseball diamonds, soccer fields, or swings. Smaller neighborhood parks with a high level of use are also included as active parks.

Open Space – includes wildlife and nature preserves, lands set aside for open space, and parks with limited development and access.

Undeveloped – Vacant land that is either graded or not graded.

MAP #2 HOUSING AND POPULATION

The figures shown on this map represent the total number of housing units and total population by MGRAs. This is different than housing unit density, which is also shown on the map. Please refer to the note below for more detail.

In 2000, Uptown Community Planning Area had 21,661 total housing units and 20,750 total households. Please visit SANDAG's website for all related 2000 Census data for the City of San Diego and Uptown: www.sandag.org For additional Census information please visit the Census Bureau: www.census.gov

The housing unit and household population data represented here are from Census 2000 and are maintained by the San Diego Association Governments (SANDAG). SANDAG aggregates the census data into small geographic units called Master Geographic Reference Areas (MGRAs). MGRAs are composed of either whole census blocks or census blocks split by geographic boundaries such as roads, community planning areas, zip codes or differing land uses. Housing unit density is calculated by dividing the total number of housing units in each MGRA by the MGRA's total gross acreage.

¹**Gross acres** include road right of ways and can include other non-residential lands.

²**Housing unit** is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters.

³**Total Population** is all people, male and female, child and adult, living in a given geographic area. For the purposes of this map, MGRA's are used as the geographic area.

MGRA Master Geographic Reference Areas

*The figures are difficult to read on the 11 x 17 size maps. Please refer to the larger maps to see this information and/or visit our website: www.sandiego.gov/planning

MAP #3 HISTORIC AND CULTURAL RESOURCES

Designated historic landmarks

Potential historic districts

Cultural districts

Public art/cultural features

MAP #4 PUBLIC FACILITIES AND SERVICES

Existing Public Facilities

Police Station / Law Facility

Fire Station

Library

Public and private schools

MAP #5 PARKS and OPEN SPACE

Information represented here may not be the current land use or planned land use designation, but a best estimate based upon the SANDAG regional generalized planned land use data and City of San Diego park and open space data.

Publicly owned designated open space represented here is land that is conserved for open space, but is not Dedicated pursuant to City Charter Section 55, and may or may not be included in community plan designated open space. Privately owned designated open space represented here is based on community plan designated open space. Multi-Habitat planning area (MHPA) is designated open space that maybe either in public or private ownership.

MAP #6 ENVIRONMENTALLY SENSITIVE LANDS and VIEW CORRIDORS

Multi-Habitat Planning Area (MHPA)

The process of designing the Multiple Species Conservation Program (MSCP) preserve incorporated the goals of preserving as much of the core biological resource areas and linkages as possible, maximizing the inclusion of public lands and lands already conserved as open space, and creating an affordable preserve with the equitable sharing of costs. The participating jurisdictions and special districts cooperatively designed a Multi-Habitat Planning Area (MHPA), in partnership with the wildlife agencies (USFWS and CDFG), property owners, and representatives of the development interests and environmental groups. The MHPA is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. Public acquisition of private lands from willing sellers will be focused within the MHPA.

Gain – Environmentally sensitive habitat conserved (Gained) through Dec 2002.

View Corridors – View corridors identified in the community plan.

USFWS – United States Fish and Wildlife Service

CDFG – California Department of Fish and Game

MSCP – Multiple Species Conservation Program

MAP #7 STREET CLASSIFICATIONS

Primary – a street that primarily provides a network connecting vehicles and transit to other primary arterials and to the freeway system. It carries heavy vehicular movement while providing low pedestrian movement and moderate bicycle and transit movement. It has a raised center median, bicycle lanes, street trees, traffic safety street lighting, sidewalks, and no access from abutting property. It may include underground utilities.

Major – a street that primarily provides a network connecting vehicles and transit to other major streets and primary arterials, and to the freeway system and secondarily providing access to abutting commercial and industrial property. It carries moderate-to-heavy vehicular movement, low-to-heavy pedestrian and bicycle movement, and moderate-to-high transit movement. It has a raised, center median, street trees, traffic safety street lighting, and sidewalks and may include landscaping, pedestrian-scale lighting, underground utilities, on-street parking and/or bike lanes.

Collector – a street that primarily provides movement between local/collector streets and streets of higher classification and secondarily, provides access to abutting property. It carries low-to-moderate vehicular movement, low-to-heavy pedestrian movement, moderate-to-heavy bicycle movement, and low-to-moderate transit movement. It has on-street parking, street trees, traffic safety street lighting and sidewalks. It may also include landscaping, pedestrian-scale lighting, and underground utilities.

Source: City of San Diego Street Design Manual 2002
www.sandiego.gov/planning

MAP #8 VEHICLE VOLUMES AND LEVEL OF SERVICE

Vehicle Volumes

Traffic volumes are the most current as acquired by the City of San Diego using ‘hose counts’.

Level of Service

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. There are six LOS to identify these characteristics of the roadway.

Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver’s perception of those conditions.¹

Level of Service A, B, C – Traffic is moving under free-flow to stable conditions. There may be at times, restrictions on the ability to make lane changes or to leave or enter the traffic stream as the LOS approaches C. Drivers, however, do not find it difficult to make such maneuvers and a good level of comfort is still provided to the drivers. As the LOS approaches C, increases in traffic volumes begin to result in a deterioration in service.

Level of Service D- Though stable traffic conditions exist, the operation of the arterial is approaching unstable conditions. Motorists are restricted in carrying out maneuvers such as lane changes and access to the traffic stream. At this point, there is a reduction in the driver’s level of comfort. The occurrence of an incident (i.e. accident, vehicle breakdown) may result in extensive queuing.

Level of Service E and F- Traffic flow is unstable and a uniform moving traffic flow cannot be maintained. Maneuvers such as lane changes and entering the traffic stream are difficult. As the arterial approaches LOS F, traffic operation is considered a “breakdown condition” in which the number of vehicles that can pass a point is less than the number of vehicles arriving at the point.

¹ Highway Capacity Manual 2000, Transportation Research Board

MAP #9 TRANSIT AND BIKE ROUTES

Bike Lanes and Routes

National design standards for bikeways have been developed by the American Association of Highway and Transportation (AASHTO) and the California Department of Transportation (Caltrans). The Caltrans Highway Design Manual, Chapter 1000: Bikeway Planning and Design, serves as the official standard for all bicycle facilities in California. While all roadways are open to bicycle travel unless it is specifically prohibited, the California Highway Design Manual establishes three classifications of facilities specifically for bicycle traffic.

Path or Trail and Reduced Speed Path. Class I bikeways that are bike paths, also called multi-use trails, consisting of an eight- to twelve-foot paved surface within its own right of way. Appropriate where no roadway alternative exists, or where they can be provided with limited interference from nearby or intersecting roadways.

Bike Lane. A Class II bikeway that consists of a five-foot lanes that are striped on the outside of the roadway and identified with signs and pavement markings. This is the predominant type of bikeway facility in the region.

Bike Route. Class III bike routes which typically have wider outside lanes, lower traffic volumes, and slower vehicle speeds.

Other Suggested Routes. Suggested, connecting streets relatively good for bicycling.